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AUTOMOBILE TOUR ACROSS COUNTRY TO MISS EL PASO

Southern California Automobile Club Switches It to Northern New Mexico.

Some time ago it was said that the proposed automobile tour across the continent would go by way of the Borderland route, through El Paso. Now, according to the Automobile club of Southern California, which is knocking the Borderland Route and boosting the route by Needles, it will go over the northern route. There may be time for El Pasoans to have it changed if they get to work at once.

The Los Angeles Examiner says that the Automobile club of Southern California will act as host for southern California, and the Automobile Club of America will start the tour from the east.

According to the plans of these two organizations at the present time, all interested motorists will be handed together in the east for a tour across the continent en masse.

A committee of three will be in charge. One member will represent the Automobile Club of Southern California, one the National Highways association and one the Automobile Club of America. These committeemen will have full charge of the policy of such a tour.

While motor car owners will be in the tour, cars are to be furnished for those who wish to ride as passengers, the passengers paying regular fares for the trip. The Eastern auto club will supply cars with seats at a price which can reasonably be met by the average traveler, and provide him with a trip to California minus the cares of piloting his own car.

"We take the same view in the matter as the National Old Trails People," said secretary S. H. Mitchell of the California Auto club. "In that we could in no way commercialize the plan, or be a party to any scheme whereby a profit could be made out of the undertaking. The organization of such a tour would, of course, fall largely upon the shoulders of an eastern organization, but this club will do all in its power to attract motorists to southern California.

Name Is Suggested.

The National Old Trails 1915 Exposition tour is the name which will probably be attached to the tour, following the suggestion of the local organization.

It is planned to span the continent with the long serpentine of motor vehicles, linking the Atlantic to the Pacific. With the start of this tour it is probable that many other motorists will fall into line as travelers used to join the parties of forty-niners at the time of the first California gold rush.

The main purpose of the transcontinental tour is to show the world that it is possible to journey across America by motor car, and thus secure many more motorists for the west to sample the roads of southern California.

6181 MILES IN AUTO; USED 316 GALLONS GAS

Globe Party Makes Remarkable Auto Trip; Gone Two Months on Road from Globe to New York and Return.

What is considered among autoists as really a remarkable automobile trip was made by William Whaley, of the Whaley Lumber company of Globe, accompanied by his family, the Ford car in which the trip was accomplished being driven by Harry Lunan.

The party left Globe May 14, motored to New York city, arriving there over a somewhat circuitous route on June 11, starting on the home trip on June 21, arriving in Globe, July 21, having traveled a total distance of 6181 miles. During this long trip they had but seven tire punctures and one blowout, and report that they used but 318 gallons of gasoline and 12 1-2 gallons of oil at a total expense of $75.85, or about .012 per mile. During the trip the party visited Niagara Falls, Kansas City, St. Louis, Indianapolis, Pittsburg, Albany, Chicago, Omaha, Denver and many other points of interest.

ALCOHOL THE FUTURE FUEL OF ALL AUTOS

Predicition Made by Motor Engineer After Study; Gas Supply Is Decreasing.

That the most probable successor of gasoline as a motor fuel is alcohol was the basis of an address by Joseph A. Anglada, chairman of the Metropolitan Section of the Society of Automobile Engineers, and his reasons for such a belief form an interesting sidelight on the motor fuel questions.

"That there exists a serious shortage in suitable petroleum fuel production no one can deny," said Mr. Anglada. "Pro fessor Magruder, of the Ohio State university, stated a few months ago that if the gasoline engines in the country now in use were to run at their rated horsepower for 10 hours a day the known gasoline supply would last about 20 days. In other words, if the gasoline engines in use were to run at their maximum horsepower, the amount of gasoline available would be sufficient only to run them one hour a day for about a year.

Kerosene Is Improbable.

"Various hydro-carbon substitutes for gasoline have been suggested. Among the substitutes proposed is kerosene. It is my opinion that kerosene will never take the place of gasoline because of the impossibility of starting on kerosene; the lack of flexibility—that is, the inability to throttle the motor or to accelerate it rapidly; the smoky exhaust; the great amount of carbon deposited in the cylinders; the ready accumulation of dirt where kerosene is spilt, and the odor which pervades the car.

"Benzol has been suggested as a substitute for gasoline; it is obtained in the making of coke from coal and to produce one gallon of benzol 16 1-4 tons of coal must be treated. Ether has also been suggested as a substitute for gasoline, but its high cost of production prevents such commercial adaptation.

"Ethyl alcohol is now manufactured from various materials containing sugar or starch, the principal substances being indian corn, maize, rye, wheat, barley, rice, potatoes, beets, fruits, molasses and other direct and indirect products of the soil. It is manifest, therefore, that the sources of alcohol are inexhaustible, or, as it has been otherwise expressed, "alcohol can be produced as long as the sun shines and the rain falls." The cost of a plant is dependent upon the desired capacity thereof, and, of course, the larger the plant the more economical the operation.

Fuel for Any Motor.

"Experiments conducted by the United States Government, as well as foreign governments and independent laboratories, are conclusive in establishing the fact that any gasoline or kerosene engine on the American market can operate with alcohol as a fuel without any structural change whatsoever. But, since alcohol contains approximately six-tenths of the heating value of gasoline by weight, an engine adapted for the use of gasoline or kerosene requires about 1.8 times as much alcohol as gasoline per horsepower hour.

"This consumption, however, can be reduced by so altering the construction of the motor as to materially increase the compression, and by using a carburetor which will thoroughly vaporize the alcohol. An engine designed for gasoline or kerosene will give about 10 per cent more power when operated on alcohol, provided the necessary modifications are made. An engine specially built for alcohol will give from 20 per cent to 30 per cent more power than is obtainable from a regular gasoline engine of the same size. The exhaust from an alcohol engine is not offensive and to operate an alcohol engine less skill is required than in the case of a gasoline or kerosene engine, because an alcohol engine will run under widely varying conditions of fuel mixture.

"Furthermore, the deposit of carbon in an alcohol engine, if the proper grade of lubricating oil be used, is impossible, while gasoline and kerosene engines cannot be operated without having the interior parts become "sooty," with a resultant loss of power.

"Another factor which counts in favor of the alcohol engine is the fact that its exhaust is not as hot as that from a gasoline or kerosene engine, thus minimizing the danger from ignition and the possibility of burning the lubricating oil, the latter being a decided disadvantage of gasoline and kerosene engines."

Gasoline Substitutes Are Hard to Provide

SPEAKING of proposed substitutes for gasoline as a motor fuel Joseph A. Anglada, an engineer, says kerosene will not take the place because of the impossibility of starting on kerosene, lack of flexibility, smoky exhaust, the large carbon deposit and bad odor. Benzol will not fill the need because it cannot be produced in sufficient quantity. Benzol is obtained in the making of coke from coal and to produce one gallon sixteen and a quarter tons of coal must be treated. Ether is out of the question because of the high cost of production.

Napthalene, a coal tar product, has been used in Europe to some extent, but it is necessary to start the engine on gasoline and to melt the napthalene in a hot carbureter. The unsatisfactory performance of the motor on napthalene, the high cost of production and the restricted supply prohibit it as a serious consideration. Creosote, also a coal tar product, has all the disadvantages of napthalene.

Los Angeles Will Not Race to Phoenix Over the San Diego Route

Phoenix, Ariz., Aug. 1.—The coast-to-Phoenix auto race will not start from San Diego this year. Not if the Phoenix board of trade has anything to say about it.

George Purdy Bullard, who is spending the summer at Coronado beach, near San Diego, wired the board of trade for advice regarding a peculiar situation that has arisen in California. There is a serious split between San Diego and Los Angeles and the San Diego drivers are threatening not to enter the race if it starts from the angel city.

Furthermore, road conditions will be such between Los Angeles and San Diego, it is claimed, that it will be dangerous to hold a race over the highways. The Los Angeles city authorities probably will not permit the starting of the race inside the city limits because of the danger to citizens from the speeding autos. Last, but not least, the San Diego exposition committee is willing to donate a tidy sum if the race starts from the exposition grounds.

But the directors of the board of trade, who held a special meeting to discuss the proposition, want to start the race from Los Angeles, just the same as usual. They say if San Diego refuses to come in, arrangements will be made to route the racers by way of Brawley, cutting out San Diego entirely.

Bullard's Request for Additional Road Race Fund Has Been Denied

Phoenix, Ariz., Aug. 1.—Attorney general G. P. Bullard's request for an additional $1000 for the purse for this fall's annual Los Angeles-to-Phoenix automobile road race, was denied by the board of trade.

Bullard is spending the summer at Coronado. He wired the board after consulting with coast promoters of the race. The board stood firm in its original decision that only $2000 would be put up as Phoenix's share for the race this year.

Last year the board put up $3000 for this race, $1000 more than in former years. The $2000 guaranteed for this fall was made at the same time that the board guaranteed $1000 for this fall's annual El Paso-to-Phoenix road race.

Woman Gets License as Driver of Taxi

Mrs. Bessie Meagher, of Bovey, Minn., has taken a state license to drive motor cars for hire. C. G. Meagher, her husband and motor car livery owner, swore he had known the applicant 16 years and believed her to be a careful and fully competent motor car operator. Mrs. Meagher is 23 years old and in her application said she does not use intoxicating liquors.

AUTO SECURITIES; HOW STOCKS SELL

Following are the recent New York and Detroit quotations on the stocks of various automobile concerns:

	Bid.	Asked.
Ajax-Grieb Rubber Co. com	220	—
Ajax-Grieb Rubber Co. pf	100	—
Aluminum Castings pf	98	100
Chalmers Motor Co. com	100	103
Chalmers Motor Co. pf	94	96
Firestone Tire & Rubber Co. com	310	315
Firestone Tire & Rubber Co. pf	108	110
Garford Co. pf	75	82
General Motors Co. com	90½	91½
General Motors Co. pf	91	93
B. F. Goodrich Co. com	25	26
B. F. Goodrich Co. pf	88	89
Goodyear Tire & Rubber Co. com	12	17½
Goodyear Tire & Rubber Co. pf	97	98½
Gray & Davis Inc. pf	98	102½
International Motor Co. com	—	2
International Motor Co. pf	2	9
Kelly-Springfield Tire Co. com	56	58
Kelly-Springfield Tire Co. 1st pf	76	80
Kelly-Springfield Tire Co. 2d pf	94	100
Lozier Motor Co. com	—	18
Lozier Motor Co. pf	—	41
Maxwell Motor Co. com	14⅝	15
Maxwell Motor Co. 1st pf	42½	44½
Maxwell Motor Co. 2d pf	17⅞	18⅝
Miller Rubber Co	133	140
Packard Motor Car Co. com	102	112
Packard Motor Car Co. pf	97	100
Peerless Motor Car Co. com	10	12
Peerless Motor Car Co. pf	—	50
Pope Manufacturing Co. com	—	1
Pope Manufacturing Co. pf	—	2
Portage Rubber Co. com	—	30
Portage Rubber Co. pf	—	90
Reo Motor Truck Co	11½	12½
Reo Motor Car Co	18	19
Rubber Goods Manufac. Co. pf	100	110
Stewart-Warner Sp'dom'r Co. com	31	31½
Stewart-Warner Sp'dom'r Co. pf	99	101
Studebaker Corp. com	30	31
Studebaker Corp. pf	82	86
Swinehart Tire & Rubber Co	85	87
U. S. Rubber Co. com	56	57
U. S. Rubber Co. pf	102	104
White Co. pf	107	110
Willys-Overland Co. com	89	91
Willys-Overland Co. pf	94	96

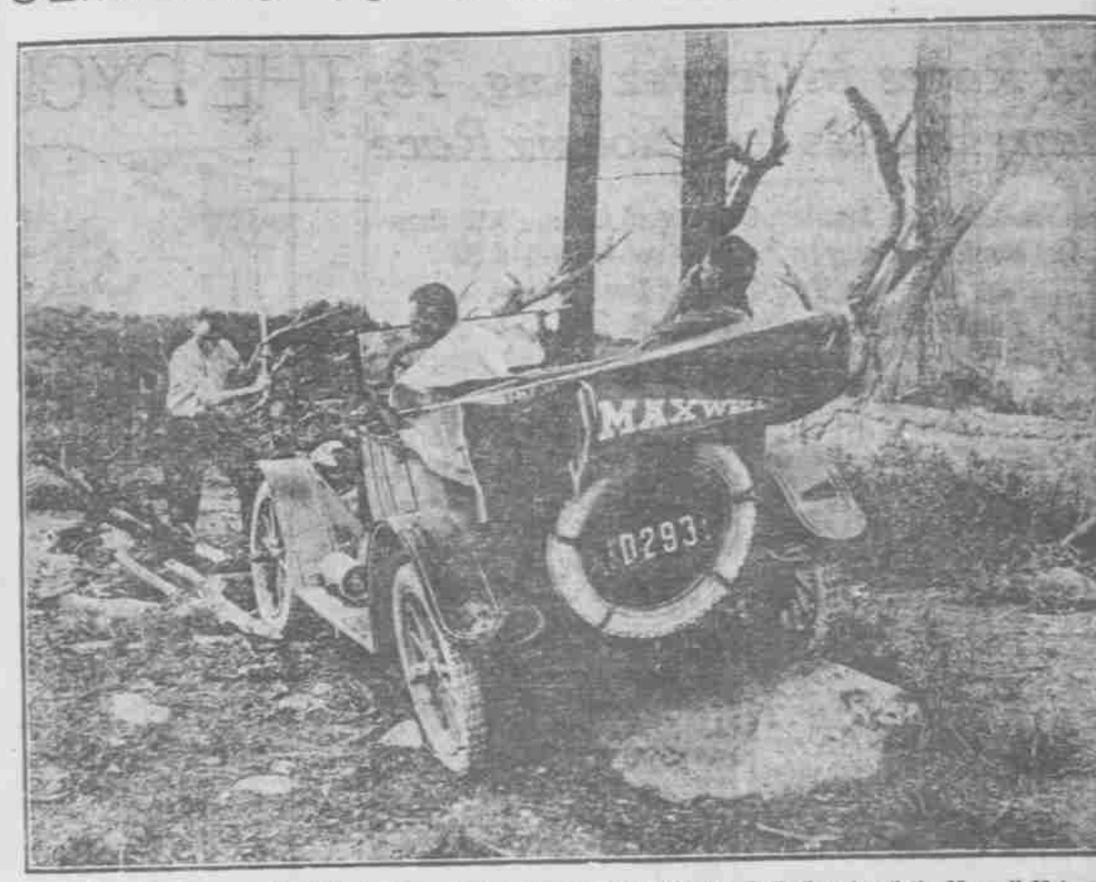
ROADS OF ALL AGES SHOWN IN CONTRAST

The government exhibit which will be a feature of the Fourth American Road congress in Atlanta, Georgia, during the week of November 9, will include a remarkable series of models showing every type of road construction from the military roads of Imperial Rome down to the most modern types of market road and city boulevard.

Reproductions of the roads built by the French Bourbons, by Napoleon, as well as the early specimens of macadam road built by John L. Macadam will make the series historically complete. This exhibit, which is now being prepared by the United States office of public roads, will also include a dynamometer equipment, by means of which the exact pull required on every type of road surface can be shown with mathematical accuracy.

"The expenditure last year for road construction and maintenance throughout the United States," says Chas. M. Light, who will manage this exhibit, "was well over $205,000,000 and will soon pass the quarter billion mark. In view of this great annual outlay it is almost essential that road officials, contractors and manufacturers get in touch with one another at least once a year under conditions such as are afforded by the American Road congress."

CLIMBING TO CALIFORNIA'S VOLCANO



Burleigh Davidson, of the United States Rubber company of California; C. H. Gascoin, of the Maxwell Motor company; C. Spauldin Nordell and Harry Collier, recently completed a trip to Mount Lassen, California's active volcano. The party drove the car, shown in the picture, to within 15 miles of the crater. The last part of their journey was only made possible by the use of axes, shovels, crowbars, rope and tackle.